DeLoreanWorld

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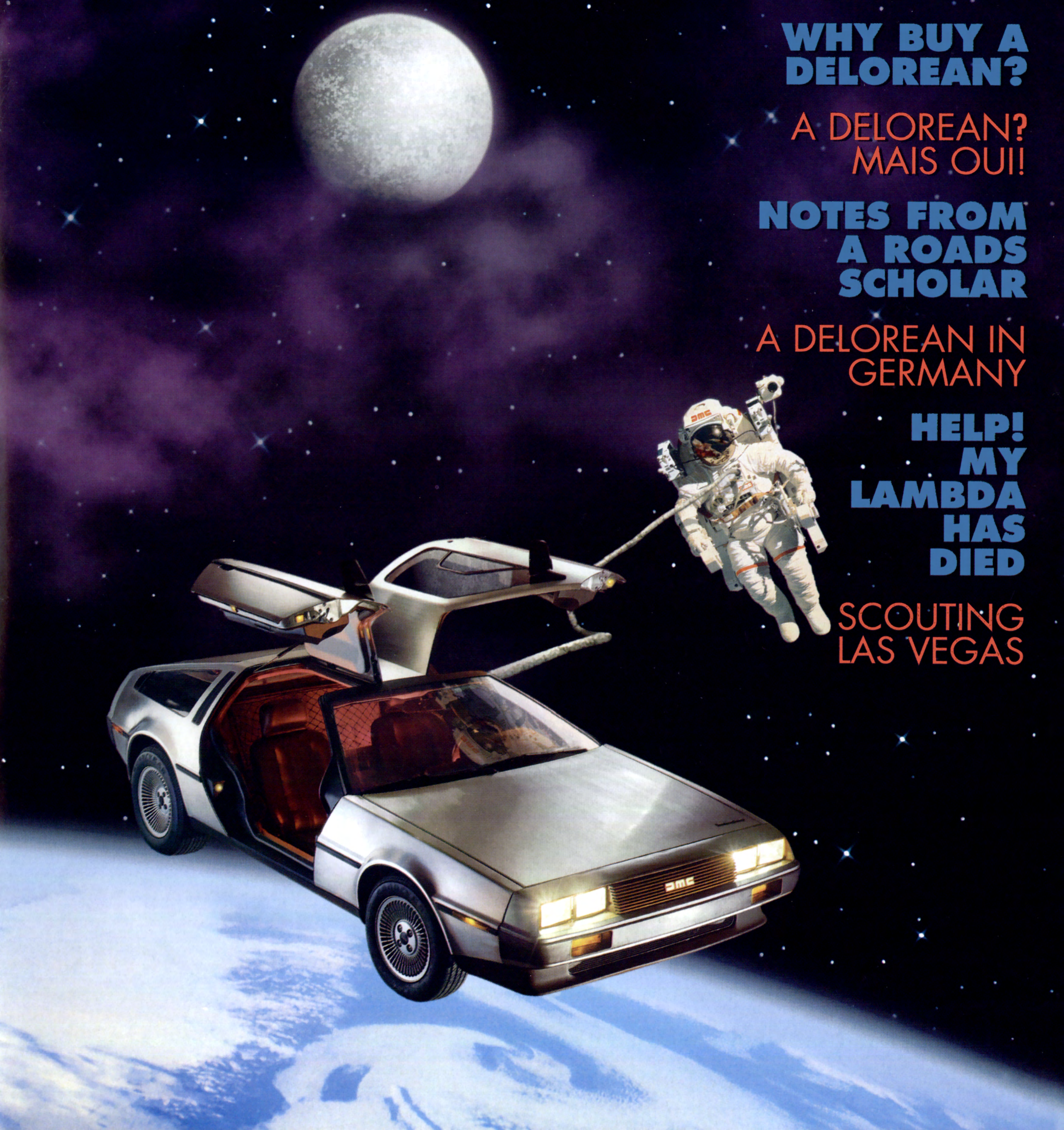

WHY BUY A DELOREAN?

A DELOREAN? MAIS OUI!

NOTES FROM A ROADS SCHOLAR

A DELOREAN IN GERMANY

HELP! MY LAMBDA HAS DIED

SCOUTING LAS VEGAS

THE SUITE LIFE
Rio
SUITE HOTEL & CASINO
LAS VEGAS

MARK YOUR CALENDAR - SEPT. 28 - OCT. 1, 1995

DELOREAN EXPO '95

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DELOREAN WORLD

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DeLoreanWorld

DeLorean World, Volume 12, Number 2; 1995

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PRESIDENT'S MESSAGE

By David Knudson

A TEMPEST IN A TEAPOT

For years I have written in this column about the bumpy road to acquiring some kind of DeLorean Owners Association auto insurance. If you have been a member for over a year, you've read about the triumphs and tribulations of developing an insurance plan for our members, ad nauseam.

But around three years ago we thought we had finally found a company that would handle member insurance. Getting approval from every single state's insurance commission would be time-consuming but there was, at least, light at the end of the tunnel.

So, we ran ads in DeLorean World offering to send information about the plan to interested members. Curiously, only a small percentage of members were interested enough to inquire.

This was contrary to research we had conducted before embarking on our odyssey with the nation's insurance commissions. A mailing to virtually every Association member at the time showed that an extremely high percentage of members were interested in getting lower priced DeLorean insurance even if it meant changing companies and agents.

In any event, we stuck with the process but by the end of 1994, only a few of the states' commissions had waded through their own bureaucracy and finally approved our plan.

The process was taking much more time than anyone imagined and it was costly. In addition, several underwriters were beginning to insure DeLoreans at very attractive rates.

The whole project was discussed at our January seminar. The Board concluded to get out of the insurance business once and for all. So, in spite of years of effort, there will not be a member insurance plan.

Best of all, there will not be any more rambling columns about insurance. How will you survive?

OH, TO BUY THAT DELOREAN

We have two articles in this issue relating interesting experiences that members had falling in love with and working up to the purchase of their DeLoreans.

Art Shipley of Nevada chronicles the process by beginning his story with his first car at age fourteen - a 1932 Chevy with a cast iron exhaust system and a muddied-up license plate so the cops wouldn't know it was years out of date.

Jan Eisen of Germany recounts his tale of purchasing two DeLoreans in Michigan within a few days of each other. The first one he bought from a man who gave his car to his wife because she was named DeLora (poor girl).

Jan's wife was not informed of the second one 'til much later. We men are such cads.

FRANK AND WENDY HAD A LITTLE LAMBDA

Frank Lomman and Wendy Peeters give us Chapter Two of their saga of discovering the "joys" of living with a DeLorean in the Netherlands. This time, they're fiddling around with that curious mechanism, the lambda counter. An endeavor I might consider after dating O.J.'s girlfriend.

GREG AND CAROL ANN HAD A STAR

Greg and Carol Ann Gruetzmacher, dedicated members from Florida, point out once again what show stoppers our DeLoreans can be. Combine 400 Frenchmen, Disney World, Doc Brown and a DeLorean One teddy bear and what have you got? Greg and Carol Ann's article.

BRUCE DRIVES AROUND

Bruce Benson from Minnesota is one of our most prolific writers.

He can make driving his DeLorean to the store sound exciting. But we're not going to the store with him in this issue, we're riding along with Bruce and his wife Carole as they attend a gathering of Corvette owners in Spearfish, South Dakota and vintage auto racing in Steamboat Springs, Colorado. I didn't know there was any water in South Dakota, let alone spearfishing.

LINDA DOES VEGAS

Sounds like a cheap, soft porn flick, doesn't it?

Of course, Linda Porter, our Activities Director won't appreciate that very much (I don't think), but she has been spending a lot of time in Las Vegas detailing our big EXPO in September.

On her last trip, she encountered Brazilian food, Rio Rita, a circus, pirates and probably most extraordinary of all, hangers that can be removed from a hotel's closet rod!

Hey folks, we DeLorean owners are a worldly bunch. Just read this issue and you'll see.

AREA REGIONAL **CHAPTER CALENDAR OF EVENTS** FOR 1995 PAST–PRESENT–FUTURE

by Millie Bernstein, Area Regional Chapter Director

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

AREA REGIONAL CHAPTER 9

Southeast Texas
Mary Ruth White, Chapter Coordinator
713-664-1833

APRIL	Blue Bonnet Rally
MAY	Pre-summer Tech. meeting
MAY	Casino Night - Lake Charles, LA
JUNE	Progressive Dinner

AREA REGIONAL CHAPTER 12

Southern California
Ed Bernstein, Coordinator
818-993-0967

JULY 22	Mystery Hunt

AREA REGIONAL CHAPTER 23

Ohio
Bob Trunick, Coordinator

AREA REGIONAL CHAPTER 38

United Kingdom & Ireland
David Howarth, Coordinator
094-288-2331

MAY 6-8	NEC, BBC Top Gear, Classic and Sports Car Show, NEC Birmingham, England
MAY 7	Annual General Meeting
NOV.	NEC Birmingham, England

AREA REGIONAL CHAPTER 39

Northern California
Tina & Gary Hall, Coordinators
707-538-0737

AREA REGIONAL CHAPTER 41

Oregon
Kurt Grimsrud, Coordinator
503-297-7523
(see announcement in Bulletin Board)

MARCH 18	St. Patrick's Day Parade
MAY 21	BBQ and Tech. Session

AREA REGIONAL CHAPTER 42

Iowa
Randall Busch, Coordinator
319-582-4511

JULY 8	(Saturday) Meet at Duff's Collector Car Connections, Cedar Rapids, Iowa. Lunch at the Rag Top Diner Showroom tour. Tech. Sessions Concours judging. Drive to Ox Yoke Inn at Alana Colonies. Dinner and formal meeting at Ox York Inn Informal gathering at the Gas Light Pub in the Sheraton.

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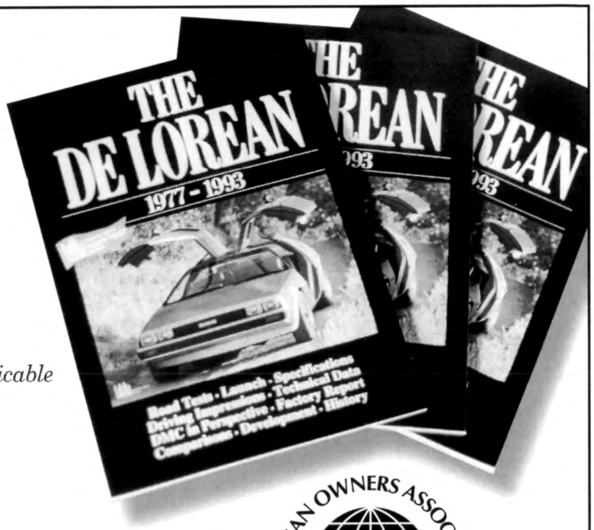
THE DE LOREAN
1977 - 1993
Road Tests · Launch · Specifications · Driving Impressions · Technical Data · DMC in Perspective · Factory Report · Comparisons · Development · History

TechQuest

by John F. Truscott, Technical Director

Tech Quest is an ongoing feature of DeLorean World. Send me your technical questions about the DMC-12 and we will print as many questions and answers as we have space available. As Technical Director, it seems like an excellent way to share technical information with all of our members.

Mail your questions (typed or printed) to me,
John Truscott at 879 Randolph Road,
Santa Barbara, CA 943111-1030.

From: Robert Corkum - #4567
rob.corkum@canrem.com
near Toronto, Ontario, Canada

Q: Because of sun-damage over the years, my car's front and rear fascias need refinishing. What is an accurate paint formula to use for an exact refinish to factory specifications?

A: The factory sent a letter out to the dealer network spelling out the procedure and materials needed to refinish the facias. The Association published a report on the process in DeLorean World, Volume 7, No.2, as noted in the Index printed in Volume 11, Number 4. To answer your question here, a "DITZLER" (Mfg. name) Formula # STO 4282 will give you the closest color match.

From: David Donaldson - #4699
Lombard, IL.

Q: With a coolant temperature below 50 degrees Fahrenheit, what should the engine idle RPM be on a cold start up, and how is it controlled?

A: Hot or cold, the engine idle is controlled by the idle speed ECU and set up to provide 775 RPM + or - 25 RPMs.

From: Tom Tuttle - #3717
San Antonio, TX

Q: In DeLorean World, Volume 11, Number 4, you answered the non-start when hot problem. I have the same problem, so how do I know which component is the cause of the problem, 1. The fuel pump, 2. The accumulator, or 3. The fuel filter?

A: All of the above are part of the problem, you should start by inspecting the fuel pump, if it shows signs of seal deterioration the other components will have been contaminated as well depending on how much the engine has been run, and will require replacement. And don't forget to clean out the fuel tank itself!

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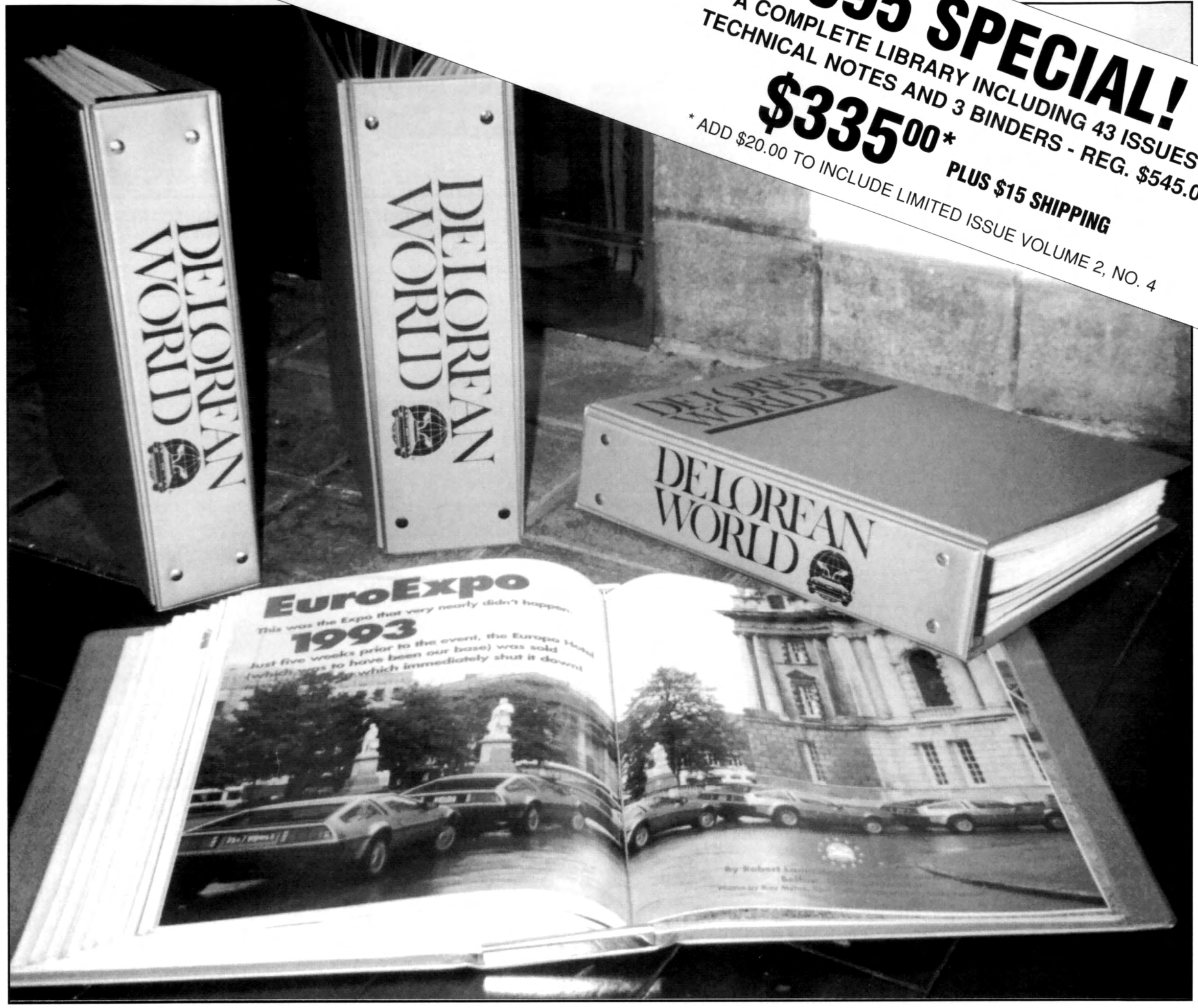

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002NB	**Association Logo Sport Cap.** Natural brushed 6-panel cotton twill with black brim. New Look!	**$ 15.00**

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__	Volume 1, No. 2	Winter 1983	Black	Products Fair	**Photo copy**
__	Volume 2, No. 1	Spring 1984	Black	Bonaventure Hotel	**Photo copy**
__	Volume 2, No. 2	Summer 1984	Black	DeLorean Doors Open	**Photo copy**
__	Volume 2, No. 3	Fall 1984	Green	Country Road	**Photo copy**
__	Volume 2, No. 4	Winter 1985	Blue	Monterey Coast	**Limited or Photo copy**
__	Volume 3, No. 1	Spring 1985	Black	Cyprus Gardens	**Photo copy**
__	Volume 3, No. 2	Summer 1985	Silver	Return from the Past - Back to the Future movie	
__	Volume 3, No. 3	Fall 1985	Gold	Gold Plated DeLorean	
__	Volume 3, No. 4	Winter 1985	Black	Twin-Turbocharged Engine	
__	Volume 4, No. 1	Spring 1986	Black	“Sunburst” Prototype - Automotive Centennial	
__	Volume 4, No. 2	Fall 1986	Black	Alaskan Sunset - DeLorean Performance	
__	Volume 4, No. 3	Winter 1987	Blue	Original DeLorean Artwork - Service Directory	
__	Volume 4, No. 4	Spring 1987	Black	Dream Machine - Association in Hawaii	
__	Volume 5, No. 1	Summer 1987	Black	2 DeLoreans -Florida & Las Vegas Conventions	
__	Volume 5, No. 2	Fall 1987	Black	Convertible Drawing - Gullwings of the '80's	
__	Volume 5, No. 3	Winter 1988	Red	Lincoln Memorial Drawing*(Mismarked Vol 6 .1)*	
__	Volume 5, No. 4	Spring 1988	Gold	Lighthouse - World's Fastest DeLorean	
__	Volume 5, No. 5	Summer 1988	Black	F15 Fighter Plane - Turbo 'D'	
__	Volume 6, No. 1	Winter 1989	Black	Colonial Mansion - DeLorean Dream Alive?	
__	Volume 6, No. 3	Spring 1989	Blue	Couple in Embrace - Into the Night Rallye	
__	Volume 6, No. 4	Summer 1989	Green	Lake Tahoe - Clear Skies for a Great Auto	
__	Volume 6, Expo '89	Winter 1990	Black	DeLorean World Cover Panorama	
__	Volume 7, No. 1	Spring 1990	Pink	Back to the Future Clone - DeLorean Saga	
__	Volume 7, No. 2	Summer 1990	Gray	Custom DeLorean &Trailer at Columbia Winery	
__	Volume 7, No. 3	Fall 1990	Red	Atlanta Raceway - Run with the Big Dogs	
__	Volume 7, No. 4	Winter 1991	Black	Covered Bridge - Here's Johnny's DeLorean!	
__	Volume 8, No. 1	Spring 1991	Gold	Stainless Steeds at Brookgreen Gardens	
__	Volume 8, No. 2	Summer 1991	Orchid	Misty Solitude - Mount Riante, Hot Springs AK	
__	Volume 8, No. 3	Fall 1991	Black	Unisphere - DeLorean with Doors Open	
__	Volume 8, No. 4	Winter 1992	Black	Headlights On in Trees - The Longest Decade	
__	Volume 9, No. 1	Spring 1992	White	Gullwings	
__	Volume 9, No. 2	Summer 1992	Charcoal	Goodyear Blimp	
__	Volume 9, No. 3	Fall 1992	Blue	Entering the World of Fine Art	
__	Volume 10, No. 1	Winter 1993	Red	Red DeLorean in Trees - One of a Kind!	
__	Volume 10, No. 2	Spring 1993	Green	Scottish Castle - DeLorean on the Green	
__	Volume 10, No. 3	Summer 1993	White	DeLorean World on the Louvre	
__	Volume 10, No. 4	Fall 1993	Red	DMCL Test Track Revisited - Euro Expo '93	
__	Volume 11, No. 1	Winter 1994	Green	Historic Hardy Bridge - DeLorean on the Missouri	
__	Volume 11, No. 2	Spring 1994	Yellow	Palm Trees at Citadel - New Insurance Program	
__	Volume 11, No. 3	Summer 1994	Blue	DeLorean at EXPO '94	
__	Volume 11, No.4	Fall 1994	Yellow	DeLorean at Vanderbuilt Mansion	
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BulletinBoard

MOSS British Car Festival

The Moss British Car Festival will be held at the *"Flag is up farms"* in Buellton, California, East Highway 246 between Buellton and Solvang, on July 14th - 15th - 16th, 1995.

This three day event is open to all types of British cars.

The program includes Rallies, Slalom, Funkhanas, and many other fun driving events. A giant car show with prizes and trophies for numerous British car categories will be held Sunday the 16th, the last day of the festival.

For Sunday only, registration opens at 8am. All cars participating in the car show must be in place on the field by 10am. All participants will receive a dash plaque commemorating the show and two free tickets for a drawing for some very nice prizes. All registered cars will be eligible for trophies and prizes in the peoples choice ballots. All categories of British cars are welcome, pristine or not so pristine. Sports cars, Sedans, 4x4s, Buses, and Taxis, if it is British, bring it!! One day participation entry fee is $20.00. Three day participation fee (paid before 6/30/95) $40.00.

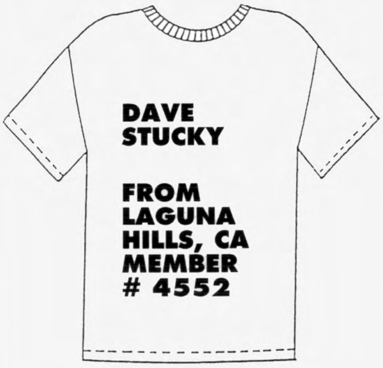
Spectators are welcome. Admission is $10.00 a day per car, bring the whole family. Gates open at 8am. Lots of easy parking.

Food and beverages available on site

For information call Harry Haigh, Tel: (805) 967-4546 Fax: (805) 964-3685

NOTE: All DeLoreans qualify as British cars! DeLorean Association Members are invited to attend and/or show their cars.

"AND THE WINNER IS ..."



"Our sincere thanks to all members who entered design ideas. All were very creative and made the task of deciding on one very difficult.

"So, congratulations, Dave! We're all looking forward to wearing your winning design in Las Vegas, Sept. 28-Oct. 1."

ELECTION FOR BOARD OF DIRECTORS

The bi-annual election for the DeLorean Owners Association Board of Directors will be held this summer, with the elected officials being announced at the Las Vegas meeting.

In accordance with the Association By-laws, a slate of candidates will be selected by a nominating committee appointed by the President. This slate will be announced to the full membership in a mailing on or before July 21, which mailing will also note the process for adding names to the list. Final ballots will be mailed to all members in good standing by August 25th and the returned ballots will be counted the week-end before the Las Vegas meeting.

Ron Cotton, with his "stainless steel lady" in Makaha, Hawaii.

REGIONAL CHAPTER 41 SALUTES THE WORKMANSHIP OF IRISH AUTO WORKERS

by Knut Grimsrud

The DeLorean automobile was manufactured in Dunmurry, Northern Ireland (not too far from Belfast) from 1981 through the beginning of 1983 by the DeLorean Motorcar Company (DMC). There were 8583 of the unique cars manufactured during that period of which most are well preserved today. Although there was a limited number of cars manufactured, their durable construction and reliance on standard parts (aside from the body) make the car readily maintainable and there is currently no difficulty in finding replacement parts when necessary.

The most unique features of the cars include the stainless steel exteriors, which require no paint and were therefore left unpainted, and the gull-wing doors. This unique design gives the car a futuristic look that is probably best identified with the popular "Back to the Future" movies starring Michael J. Fox.

There was much controversy about the close of the auto company and the ensuing drug charges brought against the company's founder John Z. DeLorean. The drug charges brought against Mr. DeLorean were dismissed on grounds of entrapment and, aside from 10 days spent raising sufficient bail, Mr. DeLorean served no prison time.

Regional Chapter 41 of the DeLorean Owners Association covers the state of Oregon and represents on the order of 30 DeLorean owners. The club sponsors various DeLorean enthusiast events and meets about every six weeks for the benefit of its members. For more information on the DeLorean automobile and the local association chapter, contact Knut Grimsrud, (work) (503) 696-8419.

REGIONAL news

ST. PATRICK'S IRISH FESTIVAL

by Knut Grimsrud

Kell's Irish Restaurant & Pub has been sponsoring the annual Portland St. Patrick's Irish Festival for the past five years, and this year was another usual festival with the exception of the gleaming DeLorean exhibit incorporated into the program. Although only three cars were present for the exhibit, due primarily to the poor weather, our display easily drew as much attention as the other exhibits combined. How could you miss it, you had to walk through the DeLorean display to get into the festival area, and generally people were crowded around the cars all day long with the exception of the heavier cloudbursts. I heard several people comment that they attended the festival solely to get a first-hand look at the cars.

Had I known about the acute interest in the cars, I would have purchased a Polaroid camera and made my fortune charging people to have their picture taken with them – I guess I get a little desensitized with this sort of thing as my car is my sole transportation and gets its fair share of abuse.

Displays of this sort are an excellent opportunity to promote the DeLorean marque and to dispel some of the more common misconceptions regarding the cars. They not only raise awareness for the cars and their mystique, but indirectly benefit owners by increasing their desirability (and hence price). In order to dispel some common myths, I had a plaque made with a brief description of the car which answered the more common questions. I saw two news teams taking shots of the display, but did not get home in time to see the news. Someone told me there was a brief write up in the paper, but I didn't see the article either.

Note from the Editor: Many DeLoreans are being bought by younger owners. Many are also going overseas. The reasons that people who did not yet have a driver's license when the car was made buy it is an interesting study for our current owners. The fate of your car may be listed in your will, but then again you may want to sell it at a profit when you give up driving as you approach the century mark. We have another view in this issue on why younger adults yearn to own a DeLorean and two other articles on the pleasures of driving and exhibiting it.
Many cars are also going abroad, where they are even more of a novelty and are probably appreciated even more than they are here. In our last issue, we printed an article from a pair of owners in the Netherlands on how they got their car. In this issue you hear from Germany. You may also look with envy at the picture on page 19 of 14 DeLoreans at the Sinsheim museum.

why buy a DeLorean?

by Art Shipley, Terington, New York

I'm sure each of us has our own unique reason as to why we purchased our DeLorean. The outstanding Gigioro design, the stainless steel body, the gull wing doors, the Lotus engineering, etc. My basic reason started many years ago; 1957 to be exact. I've always considered myself a connoisseur of automobiles. My first car was a 1932 Chevrolet Roadster. In high school, my best friend and I pooled our money and purchased the car for $50.00. The car was pretty beat up to say the least, but it ran. When it ran, it was loud as there wasn't any muffler system. To me, the sound of the '32 Chevy was euphony, but I'm sure the neighbors thought of it as cacophony.

Oh yes, at the time of our purchase, we were just fourteen years old. To hold a drivers license, you had to be sixteen. There was one other problem too; we never registered the car. In those days, Nevada used to distribute Nevada metal license plates annually. One year they would be blue, the next year they would be silver. The year of the plate was stamped in the upper right hand corner. We obtained a discarded plate of years past that was the same color as the year's plates that was currently being used, with grease smeared on the date and lots of dirt, we camouflaged the legality of our vehicle. We obviously drove the vehicle illegally, not to mention not having insurance.

The ownership of the car was relatively short lived, however. The car didn't have a top. Winter in Northern Nevada can be very cold. Driving the car when the outside temperature was near 0 degrees was unbearable. This, coupled with our parents great displeasure for the vehicle (we had purchased the car without their permission with money that we earned from working on a farm) caused us to put the car up for sale. The car finally sold for $50.00. We didn't lose a dime on the car, but we did gain valuable mechanical experience and a wealth of pleasant memories.

Our daughter as homecoming queen.

The "family" of sports cars awaiting to haul political dignitaries in an annual parade held in our hometown: Yerington, Nevada.

MY FIRST "REAL" CARS:

At the conclusion of my senior year, I was able to buy my first "real car". A 1940 Ford coupe. The car was slightly modified with a '47 Mercury engine, lowered, with the hood and trunk molded. Wow, what a car, except it was in primer color, which I don't think much of. So I decided to have it painted purple, our school's color. Now, a purple car in 1953 certainly drew a lot of attention. Of course, like so many other youths of the '50's, I used the car to do a lot of illegal dragging. The car earned a great deal of respect from my fellow acolytes as it was able to outrun many of the newer model cars coming on to the market at that time.

And so, it was off to University of Nevada (Reno was the only campus at that time) with my purple '40 Ford. With this beautiful car and my felicitous demeanor, I knew I would be one of the campus's greatest lotharios. Unfortunately, both my

Continued on page 32.

To Own a DeLorean

If you're going on an ego trip, this is surely the way to get there. Often I've asked myself why I'm driving a car I've had for 13 years with over 160,000 miles on it. This alone is bad news for the new car dealers. The A.C. really doesn't work right, along with a few other minor inconveniences that I overlook. Being somewhat of a maverick anyway, the DeLorean sets one apart from other car owners. You do get to meet a lot of interesting people, we have made some lifelong friends. As time goes by, the DeLorean will only become more unique. We are making automotive history. Never before has there been such a phenomenon. The "Back to the Future" movie series really identifies the car for younger children who were not even born when the DeLorean came on the scene. I often wonder just how long this trip to the future will continue. Our yearly conventions get better and more professional each time we have one. These meetings and our group of people is another reason I can't even consider not owning the car. The DeLorean has become a part of me like a member of the family.

– Greg and Carol Ann Gruetzmacher

A DeLorean? Mais Oui!

On 19 Jan. 95, we had another new DeLorean experience to add to our list of exciting places we've gone and wonderful people we've met as a result of owning a DeLorean.

As it turns out a French firm, Zeneca Pharma, had a convention at the Dolphin Hotel at Disney World and it was put together by VIP Tours of Orlando. The final night was a grand party having the theme of "Back to the Future". The folks at VIP used to be my travel agent when we lived in Orlando some eight years ago. They remembered my DeLorean, so they somehow found me in Mount Dora, and asked if I would consider putting the DeLorean in the show as a prop, more or less.

Well, it was the Star of the Night. There were a good 400 people from France there.

Doc Brown and Marty actors with Greg Gruetzmacher.

We took the DeLorean up to the fifth floor by service elevator and set it next to the bandstand and dance floor. The people were really taken up with the DeLorean, most had never seen one, and one guy said he believed there were only about fifty in all of France. Most everybody had their picture taken with the car. By now the pictures are all over France. Talk about an ego trip! VIP also had Doc Brown and Marty actors for the occasion and we were treated as honored guests. They even paid for the use of the DeLorean, money which I spent to have the seats re-upholstered, I spent about 5 hours and several beers detailing the car and it showed perfect, even though, it now has over 165,000 miles on it, which no one could believe.

I might also add that the DeLorean One Teddy Bear which sat on the console between the seats was also very popular. In fact, Carol Ann was worried it might get adopted, but the only thing that happened was some of the people closed the door, then locked themselves in. Try to explain to a Frenchman how to unlock the doors. I just kept my keys handy. All in all it was a real trip to the Future.

– Greg & Carol Ann Gruetzmacher

A DeLorean in Germany

IT'S FUN TO DRIVE A DELOREAN

WHERE YOU CAN SEE A PORSCHE ON ALMOST EVERY STREET CORNER.

by Jan R. Eisen

Friedrichshafen, Germany

It must have been some time in the fall of 1984, during one of my vacation trips through the USA, that I saw a DeLorean for the first time. It was in San Diego, sitting in front of a small dealership, the doors proudly up of course, and I took a few pictures. At that moment this car was just a mere dream, so far away, that I soon went back to more earthly thoughts.

I would probably have never thought about this again, had not some young fellow reminded me of it. After I returned from the afore mentioned trip, I showed the slides that I had made during sort of an "American evening" at work.

It wasn't until some 5 years later, when I told him that I had aquired a DeLorean, that he said "I'm not surprised, remember those pictures you once showed us?" Well, I had forgotten, but he hadn't!

Yes, in the meantime I was the owner of two DeLoreans (I still am). Let me tell you how that happened.

I was working in Holland for a small company at that time, but ever since I had made my first short trip to the USA in January of 1982, my mind had been set on going there again and if possible for a longer period. So I tried to find a company that would send me out to the States. Languages were no barrier, and I ended up working with the transmission maker ZF in Germany, who was just initiating a suppliers contract with Ford Motor in Dearborn, MI. They were selling a 5-speed manual for Ford's F-Series Full Size trucks and looking for somebody to be a resident engineer.

I got the job and moved to Ypsilanti, MI.

THE USA-YEARS

The way I remember it, was that some time later in 1988 an old friend of mine called me and said that people in Holland were becoming interested in the DeLorean. Now, I remember him asking me if I could find a DeLorean for him -which he later denied. (We're still very good friends, many of you may have even met him, when he accompanied me to the Williamsburg, VA Expo in May 1994.) I started looking around and became more and more interested in the vehicle myself. Eventually I found one in Kalamazoo MI and we (my then girlfriend, now wife Susan and I) went out immediately to see the DeLorean. It was an '81, owned by the wife of a retired executive, who had given the car to her because her name was Delora. I test drove the machine, and of course I was way too excited to give it a fair judgement. It had approx. 30,000 miles on the odometer and was in good condition. And it was reasonably priced, so I bought it right there. I suggested to pick it up a week later.

Maybe I should have never read the classified ads in the Detroit News that week. But there it was in print: '82 DeLorean, 1800 miles, like new, in Garden City MI! I had already commited to the one in Kalamazoo, so I couldn't just go and cancel that, but I wanted the other one even more. I decided to not tell Susan and scrape all my money together. I ended up buying two DeLoreans in one week, and I still have both of them.

In the fall of 1989 my assignment at Ford Motor Company came to an end, and I had to return to Europe. ZF offered me a position at their world headquarters in Friedrichshafen, Germany. They would pay for the shipping of my household, which would fit in a 7 cubic feet crate. So I asked for a quote, ordered a 40 ft. container, packed both cars, a Hobiecat plus trailer and my other belongings in it and paid the difference myself. Since the cars had been mine for more than the required minimum of 6 months, they were regarded as part of my household. That means: neither import duties nor import taxes.

FN-V 81
DeLorean

"Wings over Berlin"

But I still had to have at least one of the cars registered and licensed here.

In Germany every licensed vehicle needs to be inspected for mechanical defects every two (2) years. The car owner has to make an appointment and then go to a special test facility, called TÜV. At this place, it is inspected for corrosion, signs of wear, oil leakage, tire condition, etc. And don't think you can pass with less than 2.0 mm (5/64") of thread on any tire, or with tires that are older than 8 years! If the license plate of your car doesn't have a valid TÜV-stamp, you can be fined. But most dangerous is the loss of insurance coverage. This test isn't free, and it makes it hard to find a cheap car. But it does have merit: you simply won't find one rusty car on the roads in Germany.

A Russian admirer takes a picture of our DeLorean at the Brandenburg Tor.

The DeLorean is a car that even most TÜV-officials have never seen before. When any car is shown to them for the first time, they need all sorts of information. If this is not available, you will have to start a whole new procedure yourself. This may take months, and costs a small fortune. In case of the DeLorean, fortunately some cars had been licensed before, and the TÜV that I had to go to was willing to use that information.

The insurance is another story. As they aren't familiar with the car, it is automatically put into the "most expensive" category. The rates are exorbitant, and I can not afford an "all-risks" coverage.

But it sure is fun to drive a DeLorean in the country where you can see a Porsche on the corner of almost every street. Although here I just hit a point that is somewhat disappointing: the DeLorean looks faster than it is. I've learned in the meantime to refrain from trying to be fast at a stoplight after I was beaten by a Mercedes Diesel. And this is the only reason why our car will probably never be taken seriously in Germany. It just isn't fast enough to compete with a Porsche and the likes. Yes, I know, I know, JZ never intended it to be a fast car. He thought of it more as a "gentleman's sports car", but still its performance doesn't live up to its looks. That is: not here, in the -only- country that still does without speed limits on a great deal of its Autobahn network. Now you may ask why I don't add some turbo power to the standard engine. Well, I was told that in that case, the TÜV may want calculations that prove that, for example, the braking system was designed to handle the higher speeds, etc. I just don't feel like tampering with it.

A DELOREAN MEETING IN GERMANY

In August of 1994 I read about a DeLorean meeting in Sinsheim, at the famous automobile and aircraft museum. We decided to go and it turned out to be the second annual DeLorean meeting of the DeLorean Club Deutschland. This club was founded by Mr. Adrian Roth, a helicopter pilot in the German army. He is an extremely active young man, who not only writes the quarterly newsletter, but also tries to make deals on replacement parts, insurance and accessories like miniatures and T-shirts. He also organizes meetings, tours and rallies, all by himself.

The weekend itself was a great success: at one point there were a total of 30 DeLoreans from Germany, Holland and Switzerland, (Christoph Wirz was among the participants). Most DeLoreans were in good shape, although a few were not. One of the cars had 15" wheels on the front and 16" rims on the rear. Another was lowered, but to a point that was a bit too far for my taste. Yet another car was in the process of being polished, the parts that were finished were like a mirror.

On Saturday we were given a special guided tour through the Sinsheim Museum (I'm sure some of you have been there, they also have a DMC on display.) On Sunday there was a road rally, after which Mr. Roth produced a cup for the winner.

AIR INTER
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Tor 3

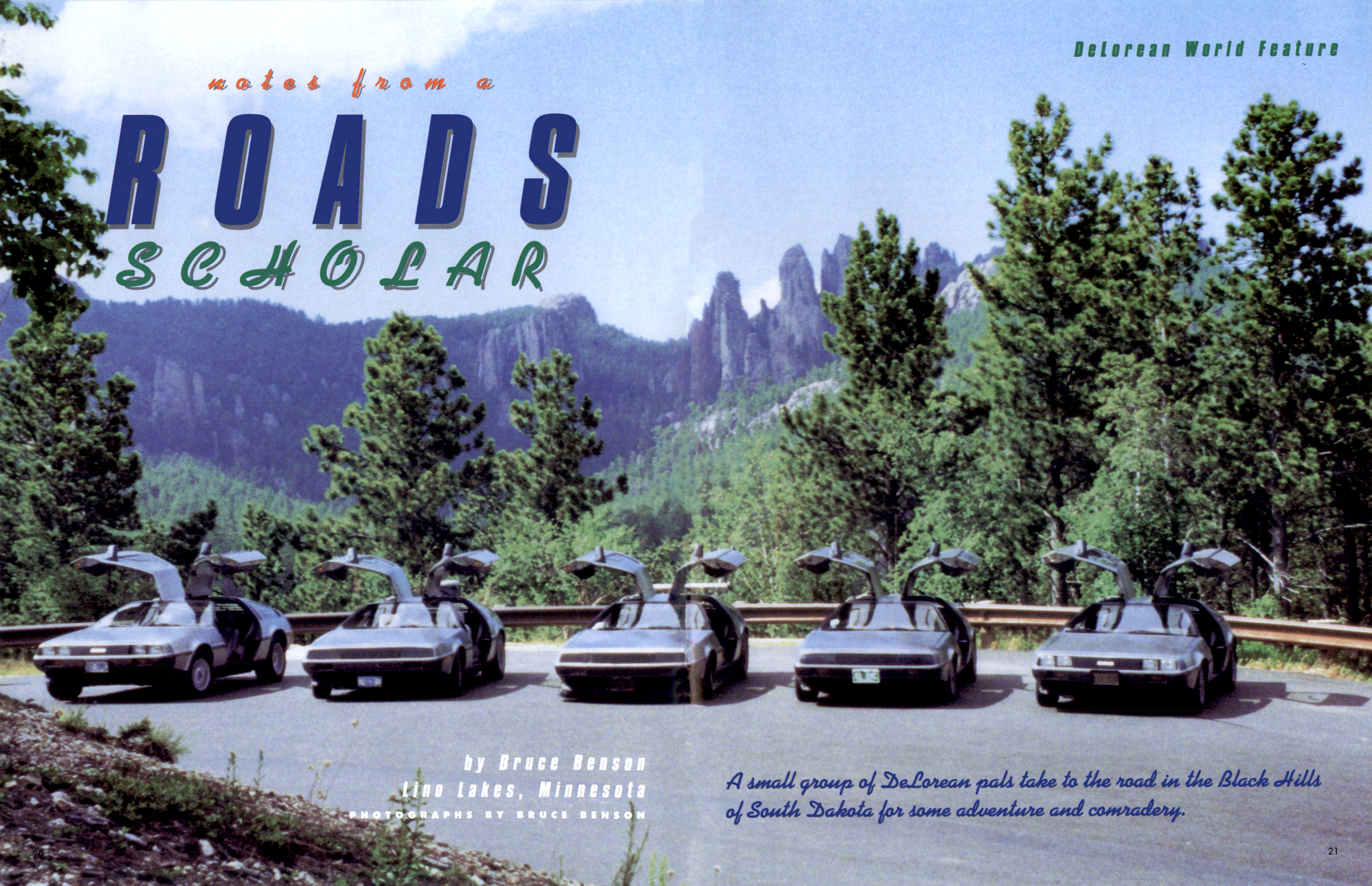
A collection of DeLoreans at the Museum Sinsheim.

GOING ON TRIPS

In September we decided to drive to Berlin, as both of us had never been there. This was a special experience. Berlin is about 500 miles from Lake Constance, where we live. The roads in the former East Germany, especially the secondary roads, are in such a bad shape, that at times I wanted to turn around. But if a DeLorean is in good condition, and mine is, it can handle bad roads too. The city of Berlin is very interesting, to say the least. There are numerous landmarks, that made history before, during and after the wall came down. Our car was admired by a lot of people and it was the only DeLorean we saw there. It was a well-spent weekend.

During the winter months I always store the car, and in October I drove it for the last time in '94. I try to do as much maintenance as possible, but as usual I have not enough time to do everything I want. As I write this, it is February '95 and there is still a lot of work to be done. But come April it will be on the German streets again, turning heads.

notes from a ROADS SCHOLAR



by Bruce Benson
Lino Lakes, Minnesota

PHOTOGRAPHS BY BRUCE BENSON

A small group of DeLorean pals take to the road in the Black Hills of South Dakota for some adventure and comradery.

At least once every year we, meaning a small group of DeLorean pals, take to the road for some adventure and comradery. Along the way we've improved our sense of humor and occasionally, our mechanical expertise.

The summer of '93 brought us to the Black Hills of South Dakota. Anyone who reads is aware of the great annual gathering of motorcycles in Sturgis but you may not know that Corvette owners do the same thing in Spearfish every July. It's sponsored by the Sioux Falls owners chapter and begins with a caravan of more than 100 cars traversing the width of South Dakota from Sioux Falls to Spearfish. We arrived in the Hills just as this event was winding down. Can you imagine hundreds of Corvettes filling the main street of a western cow town? I tried to visualize that many DeLoreans cruising the canyons for a weekend.

We had one particularly pleasant evening dining in a place at the south end of Spearfish Canyon called the Latch Key. We shared the place with a group of Corvette owners. After many humorous exchanges about the merits of rapping ones a** in fiberglass, as some of their tee-shirts expounded, we had the opportunity to show off the aesthetic benefits of enclosing one's a** in stainless steel. They really seemed to like the DeLorean and were surprised at the build quality. Some older Vettes look crude in comparison.

This past Labor Day brought us to Steamboat Springs, Colorado. Two of our pals, Dick and Leslie Ryan, live there and operate the nicest book store and coffee shop in the mountains called OFF THE BEATEN PATH. The rest of us included Paul Cerny, Kent and Judy Van Meter, Gene and Lori Bullis, and my wife Carole, and I. John and Mary Kyler drove over from Denver to join us for the weekend. We were surprised to learn we had met before. They helped Guy and Linda Avallon push their gas-less DeLorean over that last ridge in the Utah mountains while on our trip to the last Las Vegas convention.

Saturday brought a concours car display to Steamboat's main street and it also introduced us to two more DeLorean folks, Norvell and Alice Simpson, who drove over from Vail for the day. They're really from Colorado Springs but they were spending the Labor Day weekend in a condo in Vail. Vintage racing is the main event in Steamboat on Labor Day weekend and with the concours event coinciding, the town is crawling with terrific cars. It's an annual event that draws lots of people, so making reservations is a priority. They race through the streets near the start of the ski slopes and it's only after the day's events are over that you're allowed to drive into that area. This is important because one of the best restaurants in the area is located in the heart of this part of town; La Montana. Imagine Elk fillets covered with a Bourbon sauce and topped with shaved, roasted pecans.

They really seemed to like the DeLorean and were surprised at the build quality.

In front of the Latch Key – Spearfish Canyon, Black Hills.

Bridge – Black Hills

Observing the Corvettes parked in front of the Latch Key.

Enough about my stomach. Cars, that's what the weekend was all about. A few of our crew found shopping to be a bigger attraction, but where else will you find Lamborghinis, Ferraris, Lotus (or is it Loti), Cobras, Maseratis, and DeLoreans all with-in one small town's city limit. Did I mention Porsche? I've never seen so many in one place at one time. Nor have I seen as many TVRs, Morgans, and did I mention DeLoreans, all in one area. And all of this happens every year. I talked to a few people in the pits who were returning from the Pebble Beach concours and Monterey historic races. Steamboat is a regular stop on the return leg of their annual car week vacation.

Our trip home brought an interesting sideline.

Dick and Leslie Ryan's Bookstore/Coffee shop. Clockwise from lower left: Bruce Benson, Carole Benson, Judy Van Meter, Kent Van Meter, Dick Ryan, Gene Bullis, Lori Bullis, Paul Cerny, John Kyler, Mary Kyler.

Off The
Beaten
Path
BOOKSTORE
&
COFFEEHOUSE

Our car is such a conversation piece it makes it easy to bring out the best in people.

Early afternoon on the last day we saw a sign pointing to the town of Van Meter, Iowa. Since two in our party shared that name we decided to have lunch there. As we drove off the interstate, it became apparent that this was a very small town. It was even more apparent when we spotted the 1949 Hudson Police car parked on the street. Black, with white doors, and the gumball machine, which reflects dollar signs in the rear view mirror on our unlucky days. A real live back to the future scene. We stopped to get a picture of it when a woman stepped out of a tiny restaurant and asked which planet our cars were from. Her name was Betty and she explained the police car was a fake parked there by a fellow, with a sense of humor, who wanted to emphasize the fact Van Meter doesn't have a Police Department.

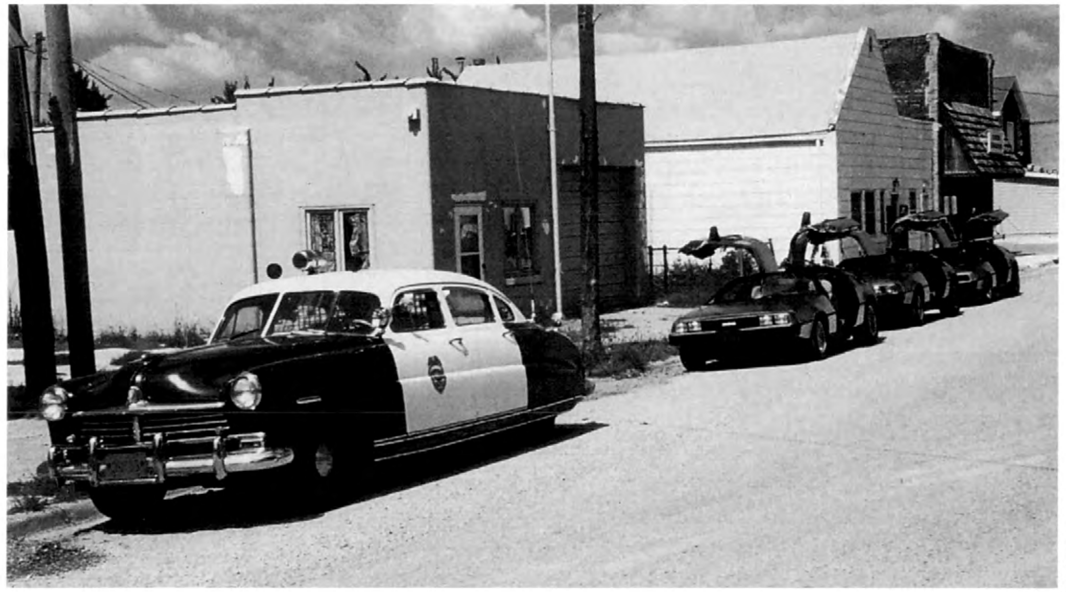
We had lunch at Betty's with homemade Lasagna being the only thing on that day's menu. We served ourselves from her kitchen and helped ourselves to her terrific homemade pie. In the hour we spent there we learned all about Betty, how her husband was killed by the train right there in town, and how she put her five kids through college. They rewarded her by setting her up in this little restaurant. Now that Charles Kuralt has retired maybe our DeLorean gang can take over. Our car is such a conversation piece it makes it easy to bring out the best in people.

One thing I learned from these travels is that motor clubs who plan their events at the same time and place each year have a definite advantage. The logistics become less and less of a problem each year. You reserve next year on your way out the door and devote the rest of the year to planning events that make owning the car more interesting.

We definitely plan to caravan to the '95 DeLorean convention. If anyone wants to tag along we'll be driving from Minneapolis to Las Vegas via the Denver route. You can get my phone number from the DeLorean membership center.

In front of La Montaña.

The group at La Montaña. Clockwise from lower left: Dick, John, Mary, Paul, Alice Simpson, Norvell Simpson, Gene, Lori (hidden), Bruce, Carole, Judy, Kent, and Leslie Ryan.



Van Meter's patrol car.

SCOUTING *Las Vegas*

Linda Porter, Activities Director

The plans for the DeLorean Owners Association Expo '95 - September 28 to October 1 - have really started to come together. The excitement increases.

On a recent trip to Las Vegas, I experienced the feeling of amazement that only that city seems to impart. Maybe it's the glow emanating from the millions of light bulbs and neon tubes, or the whir of machines and wheels, click of chips, jackpot buzzers and screeches from ecstatic winners. Or could it be the very active volcano, Elvis impersonators, memories of Evel Knievel, and the Caesar's Fountain. I don't know — but it truly is an incredible place.

TREASURE ISLAND

My room at the Rio Hotel was terrific. I was in the new tower, only open to the public a week earlier. All rooms at the Rio are suites—large, tastefully decorated and comfortable. Each comes with a refrigerator, drip coffee maker and a safe for valuables.

You are trusted not to steal the hangers; they can actually be removed from the closet rod. For some reason that really impressed me. I don't like wrestling with the hangers you usually find in hotel closets.

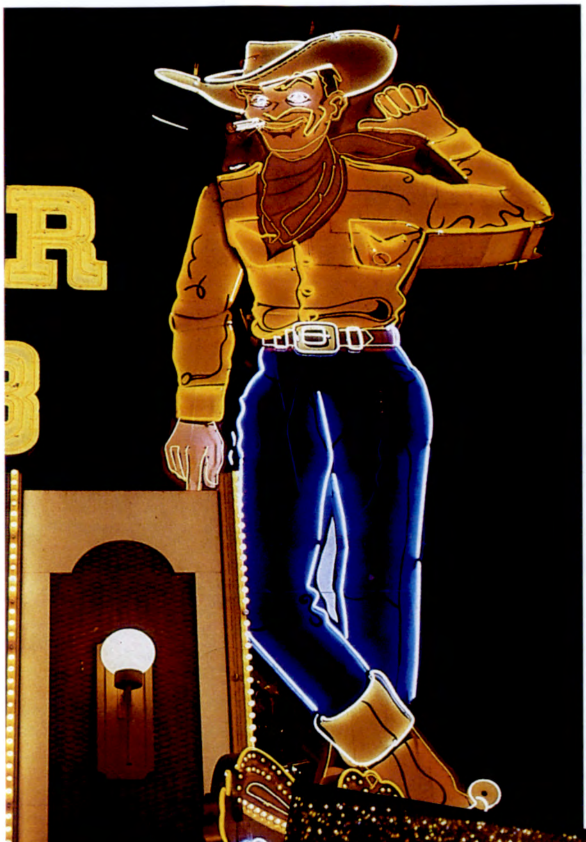
My wake-up call was made by the hotel's own Rio Rita. Imagine, taking the time from her busy schedule to call me! I gave up my diet for the cause. I managed to eat in three of the Rio's restaurants. The Carnival World Buffet is a trip — to several countries. You can choose Italian, Mexican, Chinese, Japanese, Brazilian or American food. Staying with the hotel theme, I dined on Brazilian cuisine, with a little sushi for dessert (I've lived in Southern California too long!)

I had breakfast in the Beach cafe, a 24-hour restaurant, and a late night dinner at Buzio's Oyster bar where I tried, but failed, to finish a giant bowl of delicious cioppino.

Somehow during this marathon dining experience, I managed to get some work done.

I attended a performance of Cirque du Soleil "Mystère" and everything I'd heard and read was true. It is a fantastic show! You will want to reserve your space as early as possible for this event. We'll attend the 10:30 p.m. show on Thursday, September 28. This will follow the welcoming reception at the Rio Hotel.

While on this business/pleasure scouting trip, I left the bright lights of Vegas behind and went for a drive in the desert. By the end of the afternoon, I knew I'd



found the answer to my rallye question. The question, of course, is "Where shall we go?" I am not going to tell you the destination just yet, but it will be different from the bright lights, big city theme. Pack your sun screen, comfortable shoes, sun hat and camera. You'll want them all.

I've told you about our Thursday plans and our Saturday rallye. In the last issue of DeLorean World, I described the Rio's ¡Conga! dinner show we'll be attending Friday night.

BUT THERE'S MORE.

John Truscott, our lead "Techie", is busy lining up an informative and interesting Technical Seminar for Friday morning.

Plan also to enter our private Slot Tournament Friday afternoon. Your entry fee will allow you to try your luck against other DeLorean owners. The top money winners from each 15 minute session will go to the final round. When the last coin is inserted and time is up, the top six players will divide the pot. All the entry money will be returned to the winners that evening at our reception.

If gambling isn't your thing, maybe it's shopping at the unique Caesar's Forum. I'm fascinated by the "blue sky" ceiling and the changing light as the sun "rises" and "sets" every hour. Not to mention the shops!

At the Treasure Island Casino, there is a live action sea battle between pirates and the British Navy hourly from 4 to 10 p.m. This is free and located outside at the Las Vegas Boulevard entrance. Get there early for a good vantage point. From Treasure Island, you can catch the free tram to the Mirage. If you time it right, maybe you'll see the volcano blow.

Marcie Haug has been busy lining up lots of new DeLorean Association products to bring to Las Vegas. They, along with other DeLorean related products, will be available for purchase at our Products Fair on Saturday.

Our gala Saturday night banquet will cap the week-end festivities. This event is always special, with awards, raffles, and other entertaining activities. Food, friends, fun. Always a winning combination for a successful evening.

I left Las Vegas tired but excited. Excited, because the time for Expo '95 is getting closer. Tired, because it's an unwritten law, that's the only way you're allowed to leave!

MAKE YOUR ROOM RESERVATIONS NOW! CALL 1-800-PLAY-RIO (1-800-752-9746).

HELP! My Lambda Has Died!

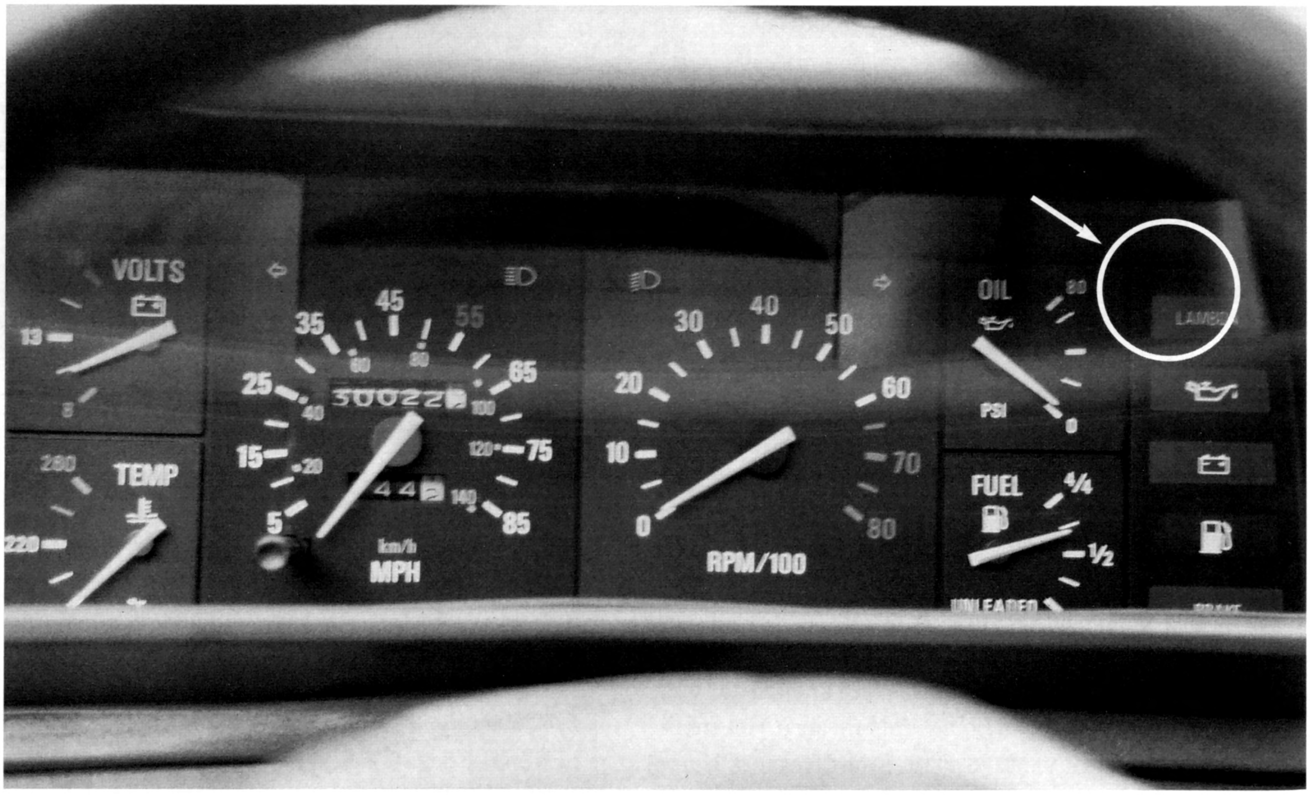
by
Frank Lommen and Wendy Peeters
Venray, Netherlands

NO, NO, NO, don't worry! It's O.K. … Just calm down and let's go inside. Sit down. Do you want some coffee? Here you are. Have a biscuit too and now … tell me what's the matter.

Well, I was driving along the N279 towards Venray, and suddenly a red light flashed, saying LAMBDA. At first I paniced, but I stopped immediately. I got out and opened the hood to see if there was anything wrong with the engine.

So, what did you see?

Well, eeehhh … Nothing, I must admit, I didn't have a clue what to look for.



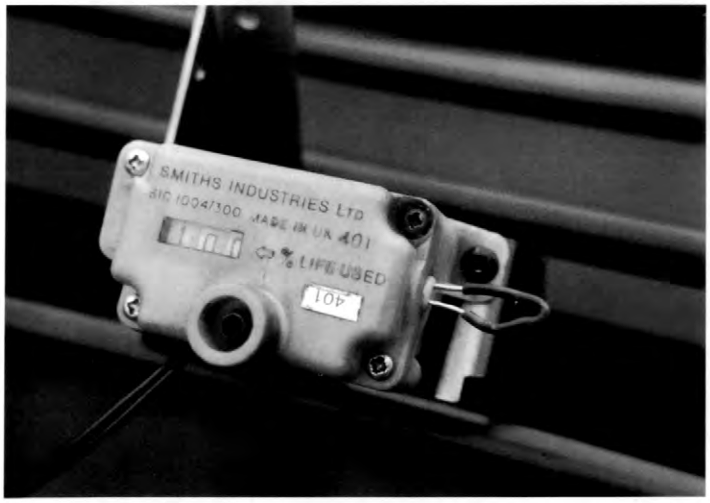
subject: **RE-SETTING THE LAMBDA SENSOR**

How long did you stand there?

After about an hour, a guy from the AA arrived. He stopped, I told him what was wrong, and he got into the DeLorean. He started the engine, looked, listened … but he couldn't find anything. He told me to drive home carefully and look out for any changes in engine noise or instrument readings …

… but, eventually they lived happily ever after.

The above conversation is, of course, a little overdrawn. What is really the matter when the lambda control light illuminates? Your car has passed the Lambda counter's 30,000 mile mark. In other words, that means that the counter has measured this distance. If your car has kept a tight maintenance schedule, your lambda sensor's life has expired. It now needs to be replaced. This procedure in itself is not so difficult, but what to do to put the lambda control light out again?

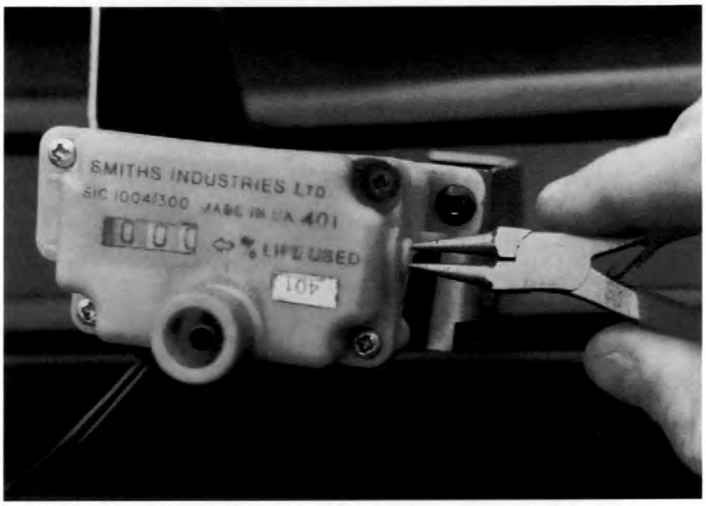


Left: the Lambda light, top right corner (circled). Above: picture 2, The Lambda counter showing "100" percent of the sensor's life has expired.

It is possible to reset the lambda service counter. It is located in the driver's footwell, above the pedal box. It is a little white box, with two speedo cables coming out of it. Disconnect those cables and unplug the electrical connector. Release the two Phillips-screws, holding the counter in place and remove it from the car.

Do not try to open the counter, for it is factory sealed. At the front there is a little window, with a three digit counter behind it.

As you can see in picture 2, the counter shows the number '100'. This is a percentage of 30,000 miles, meaning that it has counted up to that figure (it doesn't show actual distance). If you look at your speedometer now, it will show a total distance of 30,000 miles, maybe 60,000 or even 120,000 miles (see picture 1). This mileage may vary a few miles. However, if the difference is more than about 250 miles, somebody may have tampered with the original mileage of the speedometer.



Picture 3: The Lambda counter reset to zero.

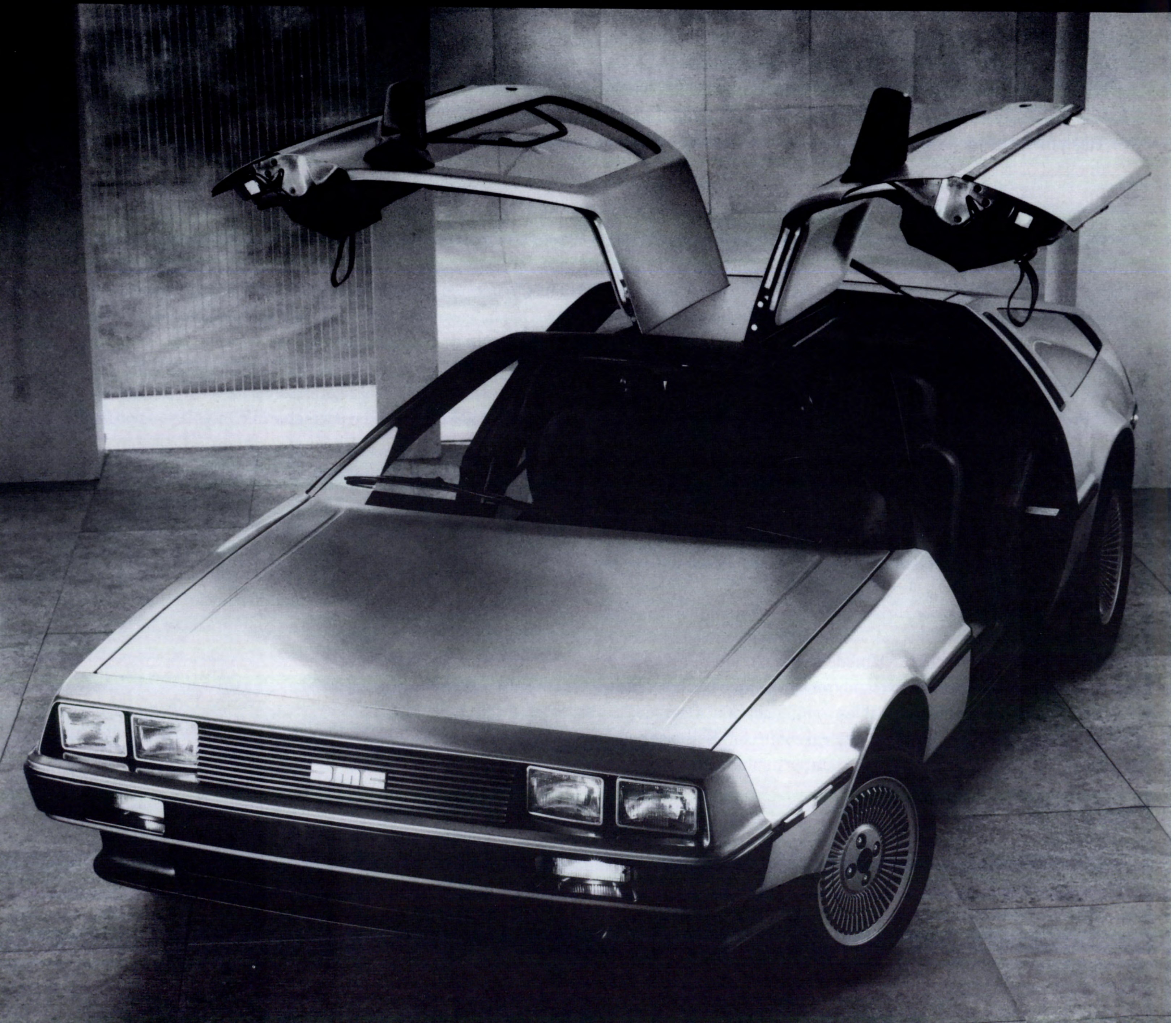
The service counter, therefore, is also a good guideline to see if anybody has changed the odometer distance. If you don't want to take the counter out of the car, you can use a little mirror to take a look at the percentage on the counter to calculate the distance.

Back to the resetting. On the side you'll find a little wheel with two holes in it. You can reset the counter by turning this little wheel. I first tried it with a piece of wire, but it is better to react it with the aid of a pair of small needle nose pliers (picture 3). Turn the wheel until the counter shows '000'. Then reinstall the counter.

After this, don't forget to replace the LAMBDA-sensor. It is located just in front of the catalytic convertor. First let the engine cool down, and with the use of some Kroil loosen and remove the old sensor. Then replace it with a 'BOSCH 02-58-001-016' or with a sensor supplied by one of the DeLoreanWorld advertisers. It will last another 30,000 miles.

More information about the Lamdba sensor can be found in DeLorean World, Vol.9, No.1.

DeLorean One is on the move.



DeLorean One/California moves to a new location.

We simply outgrew our Canoga Park facility. So, we moved to a much nicer location in Chatsworth.

You are always welcome to stop by and visit our new facility if you are in the area.

More and more DeLorean owners are turning to DeLorean One.

Why are we growing while so many others are cutting back?

We see the answer nearly every day in the cars that come in for repairs. Owners have either tried to fix them themselves or someone else has. The work is inadequate and the parts are inferior or incorrect.

Invariably these owners tried to save a dollar and ended up spending two. So they finally decided to have the job done right at DeLorean One.

Our custom hauler is always on the move.

You might consider joining the growing number of DeLorean owners around the country who are having us pick up their cars in our enclosed hauler.

We'll take your car to one of our facilities, repair it right and return it to you. Anywhere but Hawaii or Alaska.

Our warrantied DeLoreans have become a big hit, too.

We knew our 6 month/6,000 mile warrantied DeLoreans would be popular. We just didn't realize how much.

Once again, people are realizing it pays to work with us. They can save a lot of money in the long run if they purchase a refurbished DeLorean from DeLorean One.

DeLorean One parts are selling like hot cakes.

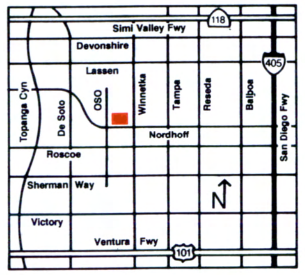
You never need to worry about inferior or improperly stored parts at DeLorean One. We stand behind every nut and bolt 100%.

Hundreds have already joined our Preferred Client Program.

Hardly a day goes by that someone doesn't become a DeLorean One Preferred Client. And for good reason. The benefits are significant and it's always good to have our kind of support behind you.

Why not join the growing ranks who have turned to DeLorean One.

Discover for yourself why so many DeLorean owners are coming to us for the very best in parts, service and support.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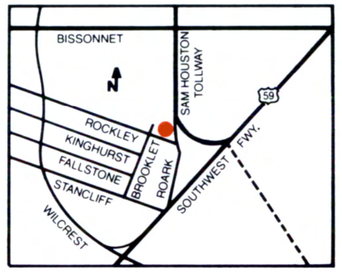
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DELOREAN ONE

Why buy a DeLorean?

continued from page 14.

ego and my car were headed for a rough road. I was unprepared to enter a school with thousands of students when my high school just had slightly over 100 students. I didn't realize that the competition would be so great. This included my '40 Ford. I guess I pushed the old Ford too hard, too many times, as I blew up the engine.

Alas, I had to get rid of the beautiful "purple bomb" and I purchased a '48 Chevy sedan, stock. It would be a beauty today, but at that time, it was looked upon as a blase car. So be it, for my love of cars had to be put on the back burner as getting an education became my primary goal. Then, in my senior year, I was driving down Virginia Street (a main thoroughfare in Reno) and I spied a beautiful yellow 1955 Thunderbird sitting on a used car lot. I fell in love for the second time that year. The first time resulted in a marriage. That T-Bird kept beckoning me, and the next thing I knew, I was in the used car lot dickering with a salesman. For $3,000.00 and a big thick payment book, the car was mine (and the bank's). It was a super car; it was fast and had people appeal. Nearly everywhere I drove the car, it received kudos (the model still does 40 years later).

THE MERCEDES GULL WING

The year was now 1957 and I had just graduated. It was time to fulfill my military obligation. My first assignment was at Fort Bliss, Texas. I left for duty on the same day my wife gave birth to our first child. So, off I headed in my '55 T-Bird for Texas. It should be noted, that Nevada at this time had no speed limit on the open highways. So, I was cruising between 80 and 90 mph. On a desolate stretch of read between Tonopah and Las Vegas, I looked into the rear view mirror and I could see a string of approximately ten cars rapidly approaching me. It wasn't long, and in the European style, each car flashed its lights as they passed me. Each car was identical except for color, and were probably traveling well over 100 mph.

Boy, was I impressed. Not only with the speed that the cars were traveling, but also by the outstanding design each car possessed. They were out of sight in no time, but my mind kept wondering what make of car were they? The next town I reached was a small rural community called Beatty. And, as I drove through the town, low and behold, I came upon that same group of cars that had passed me, all parked single file with their doors "up"! I had to stop and find out what kind of cars they were. I walked up to one of the drivers and began to ask a multitude of questions. In essence, he told me that all the drivers were from the Bay Area and were in a special club whose function at the moment was a car rally in Las Vegas. The name of the car: Mercedes Benz 300 SL. The name of that car as well as seeing those gull wing doors became very indelible in my mind at that time. I'm also sure another young automotive engineer in Michigan was equally impressed about the same period of time.

AND AT LAST THE DELOREAN

Years flowed by. With the seventies, the Bricklin was introduced. Those gull wing doors rekindled thoughts of the 300 SL seen nearly a score of years before. But the Bricklin lacked that captivating design. Then rumor began to circulate about a new car being developed in Ireland. It was suppose to be on the cutting edge of technology and design and featured gull wing doors. Then in the late 1970's, John DeLorean appeared on a television program: "60 Minutes". After watching the program featuring John DeLorean with his charisma and salesmanship, it convinced me that this new car could be the 300 SL of the 80's.

In 1981, the Peppermill Casino in Reno advertised that they possessed a DeLorean that could be won with the pull of a handle. This afforded me my first opportunity to see the car. At that time, I was driving a Fiat X-19. The Fiat needed servicing, so I headed to Reno to have it worked upon. I thought to myself, why not take a look at the DeLorean that was advertised at the Peppermill. A temptation I couldn't resist. I finally located the car in a ring of slot machines. I created a second ring by walking around the car and wearing out the carpet admiring its beauty.

After camping at the car for a long period of time, I asked an attendant if he had any information on the car. He said "no", but that he was sure that Swift Chrysler had the dealership for the vehicle. Now, it just so happened that Swift Chrysler was a car dealership that was located just across the street from the Peppermill. I wondered if they had a model in their showroom or should I just stay at the Peppermill and put in umpteen zillion quarters and try to win the painted red DeLorean offered as a prize. Being from Nevada, I knew the odds against that and so I wandered across the street and into the showroom. There were no cars on display, but there on the wall was a picture of John DeLorean with his beautiful creation. A salesman approached me and asked me if he could be of assistance. I inquired about the DeLorean.

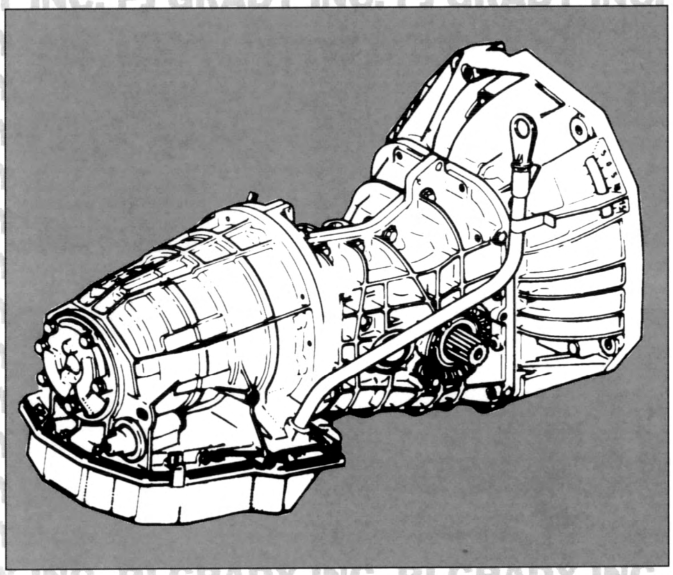
As luck would have it, they had just received three cars that day. He indicated that they were being detailed, but I was welcome to test drive one. Well, that's all it took. One test drive and I was thoroughly hooked. So I said good-bye to the X-19 and hello to my new faux 300 SL. It's been fourteen years now since that event. I have absolutely no regrets. We don't drive it much anymore, but when we do, I guarantee that we'll receive numerous comments. Children will say, "I don't know what the name of the car is, but it's the 'Back to the Future' car!" Adults will ask: "Is that one of those Lamborgini's?"; "How fast does it go?"; and "How much does it cost?".

Yes, it is still an "attention getter".

I guess I will always be hooked on fast cars and beautiful women. Or is it the other way around?

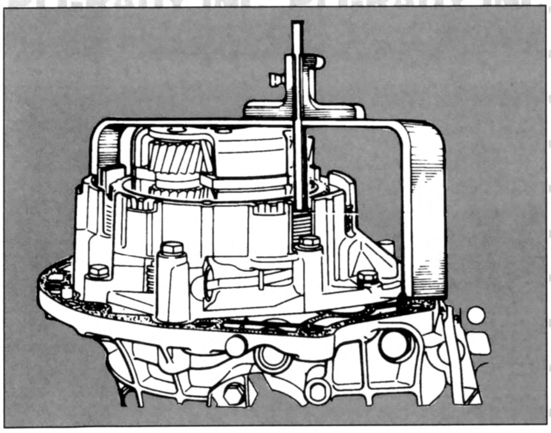
Auto Transmission *Trouble?*

Many DeLoreans are equipped with automatic transmissions. Shifting on these automatics is controlled by a computer governor that often malfunctions after thirty or forty thousand miles or sooner on vehicles that have been jump started frequently. Symptoms can include loss of Low 1 and 2 speeds (poor acceleration) sticking in Low 1 and 2 (engine over revving on highway) or sudden downshifting (boom goes your trans!).



Although these problems usually develop gradually quick detection and repair are essential to avoid major internal damage. The tremendous strain caused by incorrect shifting can cause internal shift drums to crack. When this happens it is usually best to replace the transmission rather than rebuild it for two reasons. First, because this transmission is used domestically only in the DeLorean most transmission shops lack the tools to set critical operating clearances after a rebuild and often use incorrect parts. Second, the accumulated strain of previous shifting problems can cause failure of parts deemed fit to reuse by the rebuilder after the car is back in service.

In fact about one half of all the automatics we repair have been previously rebuilt by someone else. Unfortunately the list price of a complete new transaxle is $4,375.00.



Setting Brake B2 Operating Clearance

May we suggest an alternative?

Call us with your symptoms and we'll recommend the proper repair. If your transmission requires rebuilding have your mechanic remove it and send it to us for inspection. If the internal problems are minor we can repair it and ship it back after you approve our estimate. If there is major damage (broken drum etc.) we recommend installing a complete new auto housing with all the internal parts, torque converter, and computer governor to your differential assembly. We have the factory tools and experience to do the job right. You will have a ***New*** auto transmission for about half the cost of a complete transaxle. We can also provide installation instructions for you or your repair shop. Over the years we have saved many owners money and repeated aggravation using this method of repair. Most importantly you get a ***12 month unlimited mileage warranty.***

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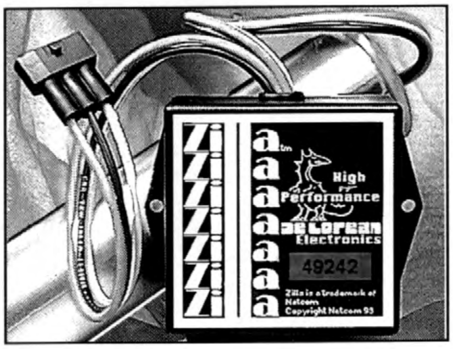

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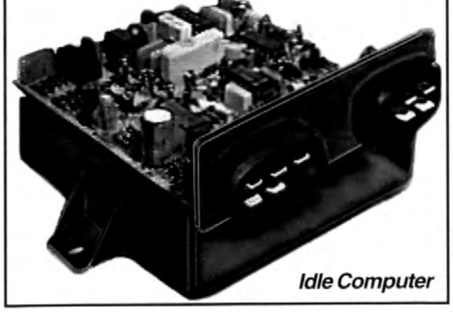
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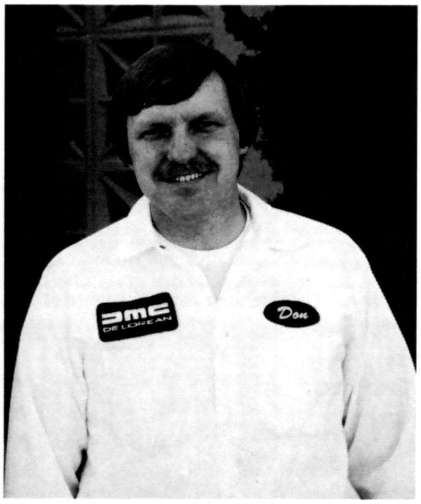

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CLASSIFIED and DISPLAY ADVERTISING DEADLINES

Volume 12, No. 3	**July 1, 1995**
Volume 12, No. 4	**Oct. 1, 1995**

A CALL TO ALL **DELOREAN GOURMETS**

We would like to put together an Easy Gourmet Cookbook with and for our DeLorean Owners Association friends and families. Please send me your favorite, easy, fool-proof recipes.

Marcie Haug,
Products Director
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NOTICE!!!!

In the future, please send all DeLorean World articles and photographs directly to the publisher:

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Because the acquisition of articles continues to be an ongoing problem, The Association is now offering **$50.00 in payment** to the author of any feature-length article that is published.

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If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

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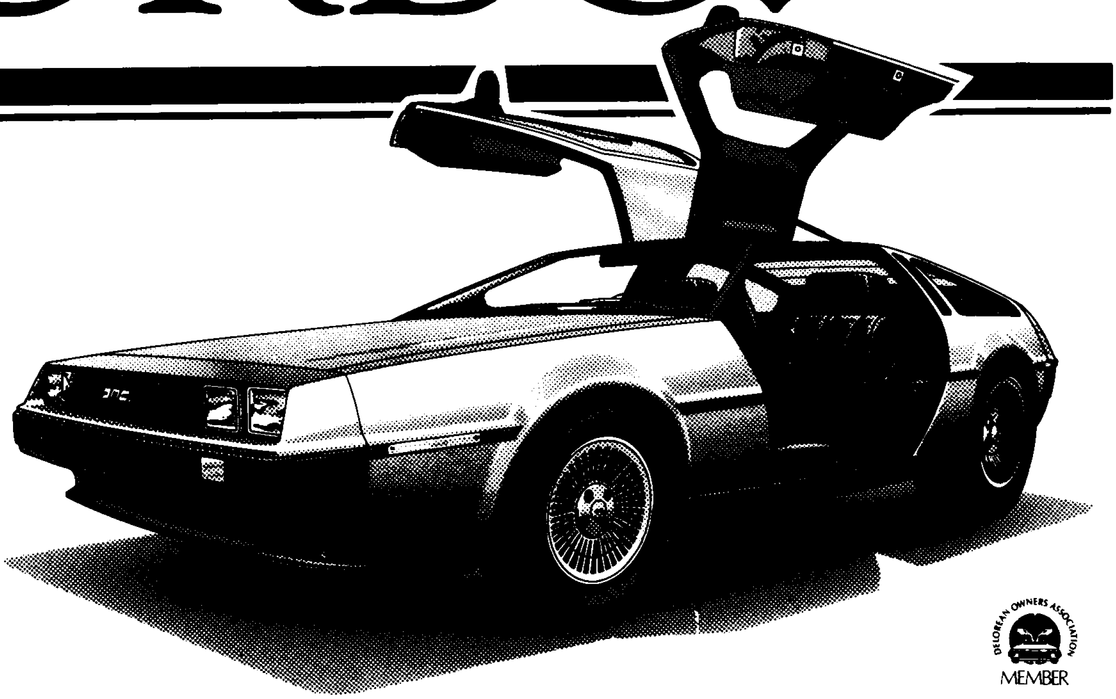

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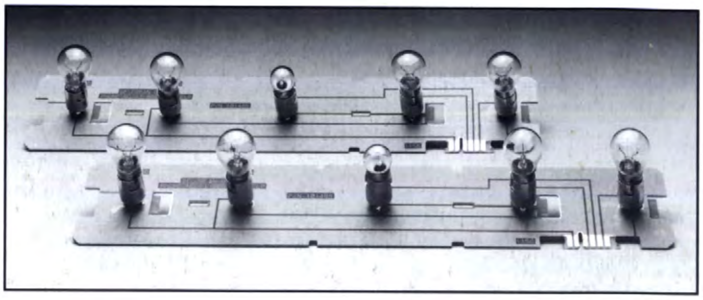

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